

About YPSN

The YPSN monthly newsletter aims to provide you with the latest developments affecting our members in shipping in Hong Kong and broader China.

If you are interested in registering as a member, sponsoring an event or suggesting activities for YPSN to organize, please feel free to get in touch with us on

youngprofessionals.shipping@gmail.com

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ASIA PACIFIC LOGISTICS HUBS 2015

In the modern world, economic activity is globally integrated and trade is an increasingly important component of a country's GDP. Logistics hubs are centerpieces for trading functions and identifying such hubs is important for occupiers, developers, and investors. The formation of a logistics hub can be analysed by the base function of logistics – the movement of goods from the point of production to the point of consumption. CBRE has developed a framework to rank logistics hubs in Asia Pacific based on their three primary demand drivers – Infrastructure, Market demand and Business environment. The infrastructure driver deals with the movement factor as infrastructure links are essential for transporting goods into and out of a logistics hub. The market demand variable encompasses the production and consumption aspects which help determine the magnitude of logistics required and the importance of a logistics hub. The volume of goods that must be moved or stored in a logistics hub is a function of the size of a hub's economy (manufacturing and consumption). The business environment metric serves to gauge the efficiency of goods movement, factoring in regulatory, tax, and political issues.

Using this demand-driven analysis, we have ranked 67 logistics hubs in Asia Pacific into global, regional, and local hubs. CBRE has identified eight global hubs in Asia Pacific located in Greater China (Shanghai, Shenzhen, Guangzhou, Tianjin, Hong Kong); Japan (Tokyo, Osaka-Kobe); and Singapore. These global hubs are either key manufacturing centres (Shenzhen, Guangzhou); have strong consumption power (Tokyo, Hong Kong, Singapore); or are strategic gateways to the global economy (Tianjin, Tokyo, Hong Kong, Singapore, and Osaka). These hubs are expected to remain globally dominant in 2030 as they are located along the major trade corridors, connected

to major international transportation networks, contain large amounts of prime logistics space and have an agglomeration of sophisticated logistics operators.

Various regional and local hubs are growing in importance due to the shift in low-end manufacturing; rising consumption power; infrastructure and policy

developments; and the search for cost efficiencies. Future infrastructure projects (One belt, one road), policy initiatives (Delhi-Mumbai Industrial Corridor), and trade agreements (TPP) will shift the balance of the various logistics hubs in Asia Pacific. Hubs in China, particularly Ningbo, Hangzhou, Fuzhou, and Chengdu, are expected to increase in importance due to new trade linkages and expansion of the global hubs. Closely linked to China, Busan's transshipment business is expected to prosper as both Korea and China invest in port upgrades. As India continues to modernise, Delhi and Mumbai are expected to become a regional hubs with their growing population, rising consumption, and favorable government policies. Finally, Southeast Asia is growing in manufacturing prowess as low-cost manufacturing shifts outwards from China. In particular, Ho Chi Minh City, through its link to Kunming, is expected to have large improvements in logistical significance with its low-cost manufacturing base and proximity to China. Hubs in the Pacific will remain regionally

relevant due to Australia's status as a resource supplier and possession of wealthy, consuming metropolitan areas (Sydney and Melbourne). To learn more about the future balance of logistics hubs in Asia Pacific, please read the full report [Asia Pacific Logistics Hubs 2015](#).



CBRE

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FUTURE FACES OF SHIPPING

CAN YOU PLEASE TELL A LITTLE BACKGROUND ABOUT YOURSELF AND WHAT YOU ARE CURRENTLY DOING?

I am a final-year student studying a BBA majoring in International Shipping at Hong Kong Polytechnic University. Last August, I interned at Asia Maritime Pacific (AMP), who I am currently working for on a part-time basis. The Maritime and Aviation Internship Network organized by the Marine and Aviation Training Fund (MATF), the scheme that organized my placement, is operated by the Hong Kong Government which reimburse the participating companies up to 75% or \$6,000 (whichever is the lower) of the costs for hiring an intern for a period of two months. It offers the next generation a chance to have early exposure to the wide variety of career opportunities in the aviation and maritime sectors with a focus to join these sectors after graduation.

WHAT DREW YOU INTO SHIPPING ORIGINALLY?

It was a career minded decision I took when I enrolled into University. I became passionate about the maritime sector during my four years of study, various company visits and the internship with AMP, all of which played a vital role drawing me into shipping.

One visit to a well-established shipyard in Guangzhou showed me what a practical environment shipping is and cultivated my initial interest. Standing on the navigational bridge of the tanker, looking at cargo holds, manifolds and oil pipes on deck then walking along a 200 meters long tanker was awe inspiring and left a lasting impression.

Meanwhile, my interests in shipping was also activated by the professionalism present in the maritime sector. I took several shipping courses at PolyU such as Marine Insurance, Maritime Law, Chartering and Ship Broking. I found that the shipping business is a multi-disciplinary business which requires knowledge, experience and international perspective. I believe the shipping industry would provide both a challenging and rewarding opportunity for those who look to pursue it.

WHAT ARE YOUR IMPRESSIONS OF THE MARITIME INDUSTRY SO FAR?

The maritime industry is global and multi-faceted business which requires many organizations from different countries over the world contributing to its success such as ship owners, brokers, underwriters and lawyers. The importance of a connective network proves vital in the maritime industry since it is the only way a global industry of its sort can operate smoothly. The truly worldwide scope of the maritime industry from its very beginnings to the present day makes it unique and interesting.

HOW DO YOU THINK HONG KONG WILL DEVELOP AS A MARITIME AREA?

Hong Kong is a top-5 flag state registry in the maritime world, proving it is undeniably a magnet to shipowners around the globe. I believe the reasons behind Hong Kong's successes include a well-established financial system, a sound legal system inherited from English Law, a vast pool of experience and both geographical and cultural proximity to mainland China. In future, I believe HK should seize the opportunities to strengthen its already respected position as a regional arbitration center and shipping finance center.

WHAT ARE THE PROSPECTS FOR A MARITIME STUDENT IN 2016?

Actually we are a bit discouraged by the shipping market right now. The negative market will make some companies hesitant to employ fresh graduates. I am still confident to pursue a career in the maritime sector when I graduate as I believe that like all markets, there will be cyclic improvement. On the other hand, previously there were few opportunities in the industry to get practical experience. However, with the support from the Maritime and Aviation Internship Network: The Maritime and Aviation Training Fund (MATF), students have been offered more internship opportunities with shipping companies. While this prepares and inspires the next generation of shipping professionals, it also provides an opportunity for younger generations in Hong Kong to benefit from the deep experience that's present here.



Amy Chan



EVENTS



The Hong Kong Law Association – “Speed Dating”: Insurance Students Meet the Industry

An event that aims to bring together insurance students and various industry professionals in a casual setting. The Hong Kong Law Association are currently open to sponsorship for their industry events, please see the attached flier to sign up or sponsor.

Wednesday 9th March, 7pm onwards

Pier 7 Café and Bar, Shop M, Roof Viewing Deck, Central Pier 7, Star Ferry, Hong Kong

Contact : Caroline Thomas: Caroline.Thomas@hfw.com



HONG KONG
maritime
museum

Become a Friend of the Hong Kong Maritime Museum

The Hong Kong Maritime Museum is offering an invitation to YPSN members to join “Friends of HKMM”. Your support will make the difference to the museum.

Members of YPSN will be given a complimentary gift on joining, just confirm your affiliation when contacting the HKMM.

Please see the flier for more information.

Contact : Polly Wan: marketing@hkmaritimemuseum.org



Hudson-Analytix – Maritime Cybersecurity Briefing and ISPS Tabletop Exercise Seminar

Hudson-Analytix have organized seminars in both Hong Kong and Singapore during March, please see the fliers for more information.

Wednesday 16th March

The Excelsior, Causeway Bay

Contact : Joseph J. Anastasia II: Joseph.Anastasia@hudsonmarine.com



Nautical Institute – Visit to the new Maritime Services Training Institute

Registration deadline 29th February.

Please see the attached flier for more details.

Event date: Saturday 5th March, transport from Wanchai at 10:15am

Contact : Alan Loynd: branscombe@netvigator.com



Pacific Basin

Pacific Basin Soccer 6's

Save the date - Friday 3rd June 2016

Hong Kong Football Club

Registration starts from 29th March 2016

youngprofessionals.shipping@gmail.com



HKTDC and Ministry of Commerce PRC - 2016 China Investment Policy Seminar

An all-day seminar that aims to update participants with the most recent developments on Tax Reforms, Eco-environmental protection reform, Free Trade Zones and Hong Kong's opportunity with the One Road One Belt initiative.

Free admission, follow the flier link for registration details.

Friday 18th March

S221, Hong Kong Convention and Exhibition Centre

Language: Putonghua with simultaneous English interpretation available

Contact : Yen Yu: yen.yu@hktdc.org